

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

The affairs of this Company, whose creation as an international joint-stock industrial company under English laws we hailed so warmly at the time, are of such acute interest to a large section of the public in China, that our readers will, we are sure, be glad to have a précis of the series of able articles on the subject of the lately issued report and accounts which we reprint this morning, in recent issues of the *Peking and Tientsin Times*. Special attention is drawn to the auditors' certificate and report. The report and accounts, says our contemporary, "will, we imagine, be received in a severely chastened spirit by the large and important section of the shareholders resident in China, both as regards the amount of information accorded in them, and the amount of the profit realised."

Our contemporary refers, of course, to the recent meeting in Shanghai, and mentions the wide-spread opinion "that there is much in the history of the flotation of this company which needs explanation. . . . We have even seen statements that an enormous proportion of the £1,000,000 capital has been issued without the company receiving adequate consideration for such issue, in other words, that the burden of an enormous capital has been put upon the company without the latter getting anything in return." There is a deepening impression it adds, that the time is at hand for stronger measures to be taken to put the affairs of the new corporation on a more equitable basis.

The Profit and Loss Account shows a gross profit of £114,422, but against this only the London and Brussels expenses are shown. Why are the very heavy expenses in China ignored? Evidently, gross is a mistake for net profit. "Considering the many hints of bad administration in China (administration, by the by, for which neither the late nor the present General Manager is in any way responsible), it is truly disappointing to note the utter absence of information as to the management out here and its cost. . . . Strange to say, neither report nor accounts give the quantity of coal mined during the year."

The gross profit, as has been said, is put at £114,422, though the *P. & T. Times* says that "it is a matter fairly familiar to 'the man in the street' that a profit approximating to £150,000 was shown as the result of the China account." Now at the London meeting of July 16th, 1901, the Chairman said that the profit for the first month was £17,700; and for the third month £19,600. "Taking the two months from the 10th of March to the 10th of May as a criterion," said the Chairman, "the profit's amount to about £220,000 per annum. We are informed by cable that the production of the mines is now about 1,200 tons per day, and that it is steadily increasing. Looking at all the circumstances it would appear to be safe to take the present profits of the company in China at the rate of about £20,000 a month." No explanation is given in the report of the said discrepancy between estimate and realization. "There seems to us," says our contemporary, "but one of two alternatives:—either these figures are wrong, or the rate of profit fell off markedly after May, 1901. If the latter be the case, surely so vital a matter called for remark in the report." Another complaint is then made that no particulars of flotation are given: "accounts are double-edged, they can elucidate and they can obfuscate; it is our personal confession that these wholly obfuscate."

COTTAM & CO. FOR SING HATS

Next our contemporary comes to the balance sheet. Capital is stated, he says, at £1,000,000, authorised and issued. Of this £375,000 was given to the old shareholders. The preposterous bonus of £250,000 was given to those who took up the £500,000 debenture issue; that is, each man who took debentures to the amount of £100 had £50 given him in shares. This has never been properly explained; however, we have thus £625,000 of the capital accounted for. Our contemporary says:—

There still remains the very large sum of £375,000 of the capital, which must stand for money or its equivalent, and it is here that the accounts as presented wholly fail, and leave all the shareholders, whose views we are trying to express, completely befogged. On the same side of the account there is the debenture issue of £475,562, which must of necessity be cash. From this the liabilities of the old Company have presumably been paid (see Chairman's speech on 18th July, 1901) and a balance remains available for working capital. But the chief item on the other side of the 'accounts which should make all these matters clear, is veritable hotchpotch, (without those details which alone could give it value as an actuarial statement), amounting to £1,114,785. This is confusion carried to a fine art; but we shall be greatly surprised if the China shareholders are content with it.

In this item of £1,114,785 are lumped together the company's collieries, lands, plant, mining rights, and other assets, etc., etc. There is no mention of the company's fleet. The auditors wash their hands of this by the plea that they could not examine vouchers, titles, or certificates in China. *The Peking and Tientsin Times* continues:—

As soon as it is shown what was the cash in hand on taking over the old company, and what liabilities, less collection, of the old company have been discharged, shareholders will be able to see how much of the £1,000,000 capital represents cash, but not before. It is perfectly well known that the Engineering and Mining Company was taken over as a going concern: in such a case, capital account should have been the simplest thing in the world, and should not have offered difficulties to the shareholder. The usual course is so plain that one is at a loss to see why it was not followed. On the Liability side should appear the capital of the company: on the Asset side should be shown the cash in hand and the inventory on taking over, less or plus the difference between the amounts owing to and owed by the company. The difference between the two sides of the account should then be put to "Good will" or value of the Concession. All these particulars should be shown in the first statement of accounts. The thing can be and ought to be lucidity itself, whereas the statement made in these accounts is all but useless to the shareholders.

Here we have a company which was started under the fairest auspices, whose creation was hailed by all foreigners in China, whether pecuniarily, as too many of them are, or not, and which was expected to be an example which would point the way to many successors all over China. If unforeseen circumstances had been shown to have hindered it satisfying at once the hopes of its promoters, nothing would have been said; but to disappoint these hopes and give most unsatisfactory reasons or no reasons at all for the disappointment is a course which the shareholders in China at least cannot be expected to endure without exasperation.—*N. C. D. News.*

COTTAM & CO. FOR GENTS RATH-ING GRAR

"NOT PEACE, BUT A SWORD."

(From the *L. & C. Express*.)

When first we did with China trade,
We silk and tea to Europe sent;
Fair fortunes were so easily made,
And Chinese Hongs were well content.
Then East and West did well agree
To keep the bonds of amity.

When Mandarins in old Canton
Our opium cast the tide below,
We felt our rights were trampled on,
Our prestige had received a blow.
Then East and West did well agree
To keep the bonds of amity.

When Chang-Mao-Tsch* to Shanghai came
With pious texts, yet sword in hand,
Their progress marked by fire and flame,
While murder stalked across the land,
How dreamed they that we could agree
To keep the bonds of amity?

When Parkes, Loch, Bowly and the rest,
Through fraud and lies were prisoners taken,
How well the first came through the test!
How honoured was the valiant slain!
Quite useless then, we all agree,
To keep the bonds of amity.

When, later on, in King-Sai far,
The treacherous slave her guests betrayed,
Then Westerns joined her plans to mar,
Nor were by gun nor mine dismayed.
However could they then agree
To keep the bonds of amity?

The years have passed, and yet again
The *talker-talkie* time comes round;
We dwell on tariffs—*khin's* ban,
Our footing on Celestial ground.
Still harder, as we all agree,
To keep the bonds of amity.

How will it end? Ah! who can tell?
We toil and strive, yet strive in vain;
Yield China inch, she takes an ell,
Fights for her taxes might and main,
Weakens, by many a specious plea,
Our ancient bonds of amity.

Not easy, in this year of grace,
For Britain's sons to hold their own,
So many runners join the race,
So many reap who never have sown.
Some willing, we may one day see,
To break the bonds of amity.

SHANGHAI.

* Long-haired rebels. † Peking.

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 27th April, 1902.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be,—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought and sold daily on nothing more solid than the pledged promises of men,—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective remedy called

WAMPOL'S PREPARATION

never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases,—on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, Scrofula, General Debility, Throat and Lung Troubles, Blood Impurities, etc. is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. One bottle proves its intrinsic value. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. "Watch carefully against imitations." Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be,—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought and sold daily on nothing more solid than the pledged promises of men,—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampol's Preparation" never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases,—on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, Scrofula, General Debility, Throat and Lung Troubles, Blood Impurities, etc. is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. One bottle proves its intrinsic value. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. Sold by all chemists here.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 21st Nov., at Daylight.
J. S. Thompson	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st Nov., at Noon.
YAMAGUCHI MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	THURSDAY, 27th Nov., at 4 P.M.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Nov., at Noon.
H. Fraser	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 29th Nov., at Daylight.
KUMANO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 2nd Dec., at 4 P.M.
E. W. Haswell	KOBE and YOKOHAMA	TUESDAY, 2nd Dec., at Noon.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 5th Dec., at Daylight.
J. W. Mcmillan	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
IYO MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
S. J. G. Pursons	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
HIROSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 5th Dec., at Noon.
T. Murai	KOBE and YOKOHAMA	FRIDAY, 5th Dec., at Noon.
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 5th Dec., at Noon.
T. Davies	KOBE and YOKOHAMA	FRIDAY, 5th Dec., at Noon.
KAGOSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 5th Dec., at Noon.
K. Kori	KOBE and YOKOHAMA	FRIDAY, 5th Dec., at Noon.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th November, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Glenale	G. E. Warner	3,750	Dec. 6
Tacoma	A. Dixon	2,811	Dec. 13
Trenont	J. Pantan	9,666	Dec. 17
Victoria	J. Pantan	3,502	Jan. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cliffs of the United States and to Europe.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

WODWELL & CO., LIMITED, General Agents.

Hongkong, 11th November, 1902. (874d)



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAFALGAR, CEYLON, AUSTRALIA, INDIA, ALEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA, CAN and SOUTH AFRICAN PORTS.)

THE Steamship.

"MASSILIA," Captain G. W. Cockman, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this BOMBAY, on SATURDAY, the 22nd instant at Noon; taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles or London, other Cargo for London, &c., will be conveyed Bombay with Transhipment.

Parcels will be received at this Office until 1 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th November, 1902. (14)

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR LAUNCHES, &c.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1895. (15)

To be Let.

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

Nb. 8, Queen's Road West; Hongkong, 20th October, 1902. (1104d)

TO LET.

"WESTLEY," UPPER RICHMOND ROAD.

Apply to LAU CHU-PAK, C/o A. S. WATSON & Co., LTD.

Hongkong, 15th October, 1902. (1085d)

TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff from 15th October, 1902.

Apply to E. JONES HUGHES.

Hongkong, 7th October, 1902. (1053d)

TO LET.

HOUSES IN CLIFTON GARDENS, COMBUT ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 17th September, 1902. (1099d)

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN, and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 18th May, 1902. (13)

For Sale.

FOR SALE.

ONE BROADWOOD PIANO.

Apply at—

ROOM No. 116, Hongkong Hotel.

Hongkong, 7th August, 1902. (835d)

Masonic.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the Freemasons' Hall, Zealand Street, TO-MORROW, the 19th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 12th November, 1902. (1266d)

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MEMORY POINTS ABOUT SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation.
WE deal directly with the people, through our own employees all over the world; selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time.
YOU get it for the Lowest Price at which such a machine can be furnished.
YOU will receive careful instruction from a competent teacher at your home.
YOU can obtain necessary accessories direct from the Company's offices.
YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased.
YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

64, ELGIN ROAD, KOWLOON.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with Der Ostasiatische Lloyd.)

Chinese War Indemnity.

GOLD OR SILVER PAYMENT?

REPORTED AMERICAN PROPOSAL.

BERLIN, 17th Nov., 6 p.m.

According to statements in the English press, America proposes to refer the question of whether the Chinese war indemnity be paid in gold or silver to arbitration by the Hague Court of Arbitration. It is also asserted that Germany has agreed to this course with the restriction that only the interpretation of the Peking Convention be arbitrated upon. Nothing however, of this American proposal is known in German official circles.

The Reichstag and Tariff Law.

To meet any obstruction and to hasten the proceedings, the German Reichstag has decided to take notes in writing in future. A closer connection between the Government and the majority in the Reichstag is evident, but it is doubtful whether this is strong enough to carry the Customs Tariff Law.

Russia and Afghanistan.

Russia treats the Afghanistan question as very important and has refused England's proposals with regard to Persia. Germany remains politically neutral towards Persia.

(Reuter's.)

King of the Belgians Attacked.

LONDON, November 16th.

His Majesty the King of the Belgians and members of his family whilst returning to Brussels after attending a memorial service to the late Queen, were fired upon by an anarchist, Rubino, who discharged three shots, striking the third carriage, and grazing the face of the Comte d'Outremont. Rubino, who was immediately seized, confessed that he intended to kill the King.

Terrible Shipping Disaster.

The Huddart Parker liner *Elmgarite*, from Sydney for Auckland, was wrecked on Three Kings Island off the northernmost point of New Zealand, on the 9th instant. The passengers and crew took to the boats and rafts, and one hundred and thirty-nine persons have been picked up, and landed during the past week. A raft has been recovered by H. M. S. *Penguin* on which there were found eight persons alive and eight dead. The survivors report terrible privations. For nearly five days they were without food or water, and some went mad from thirst and plunged into the sea and were drowned.

LATER.

The Kaiser in England.

H. M. the German Emperor has left Sandringham for Penrith where he is now the guest of Lord Londsdale.

Obituary.

H. H. Prince Edward, of Saxe-Weimar, K.P., G.C.B., is dead.

Kruger's Memoirs.

Ex-President Kruger's memoirs will be published to-morrow. They do not contain any sensational revelations, but mention that the late Mr. Cecil Rhodes visited him at Pretoria during the second presidency.

A "SET ABOUT" IN HONGKONG.

P. ISON AT STRATFORD.

Five lascivious members of the crew of the P. and O. steamship *Bombay* were charged at Stratford with wilfully disobeying the lawful commands of the chief engineer of that ship. It appeared that when the *Bombay* was in Hongkong a number of the crew "set about" the fourth engineer, with the result that two of the prisoners were lodged. They were dissatisfied as a result, and on the 13th ult., when the *Bombay* arrived in the Royal Albert Docks, the native members of the crew left the ship and went on shore. Towards the evening the chief engineer, Menzies, went to the crew and told them to go on board. The prisoners would not, and urged the other men not to do any more work on board the *Bombay*. They were then ordered on board, and as they refused to do so, the prisoners were given into custody. They now declared they would not go back to the *Bombay*, and Mr. P. Savill said that was the case they would go to gaol for 14 days' hard labour each.

NAVAL NOTES.

H. M. S. *Albatross* which left Pagoda anchorage on the 10th inst., for Swatow and Hongkong arrived here this morning. Last night an enjoyable concert was given by the men of the *Albatross* in the Kowloon Reading Room.

COTTAM & CO. FOR SUMMER UNDERWEAR. 1904

THE HONGKONG AND SHANGHAI BANK DIVIDENDS AND INCOME-TAX.

(Contributed to L. & C. Express.)

The subjoined circular note addressed by the bank to the shareholders on the China register, drawing dividends in London, may appear of small import to the proprietors in general, but in reality it is of momentous concern to all China shareholders, inasmuch as, *vis-à-vis* the London holders, it virtually outlaws those on the Eastern register by denying them the rights and immunities enjoyed by the privileged London group, as will be shown hereunder. The circular reads as follows:—

The managers beg to inform you that they have been instructed by the Commissioners of Inland Revenue to deduct and pay to them the income-tax on all dividends paid here on this bank's shares registered on our Hongkong and Shanghai registers. In future, therefore, this tax will be deducted from the amount of such dividends paid at this office. If, in consequence of the above, you wish to have the dividends on your shares paid in Hongkong or in Shanghai, the managers will be pleased to forward any instructions you may give for such payment. — July 20, 1902.

On a large Hongkong shareholder protesting against this differential treatment of those on the Eastern registers, it only elicited an evasive reply from the London office. The answer stated that "the bank could not arrange for dividends (received in London) on its shares on Hongkong register to be paid free of income-tax as there is no such tax levied there." That information was quite unnecessary, but it would have been correct to state that, indirectly, the bank itself imposed income-tax on the China shareholders by withdrawing from the profits of the corporation over \$100,000, or say \$2.50 per share on the 40,000 held in China, to defray the income-tax of the London shareholders, instead of increasing the dividends of the Eastern shareholders by that sum.

The reply further alleged that the large majority of shareholders registered in the East are resident in China, and, as such, are not affected by this question; *ergo*, those domiciled in England must be so inconsiderable in number that surely the bank ought to be able to place them on the same footing, as regards income-tax, with the London holder, instead of outlawing them by indirectly levying a contribution from profits for the sole benefit of the London group, besides deducting an income-tax of 64 per cent. from their dividends where paid in England—a procedure alike unjust in principle and practice. The bank must be aware that there is an ever-increasing number of China shareholders returning for domicile in England or it would not close its London register to the transfer of shares; but it is contended it has no legal right to favour the London shareholders at the expense of those in China.

We are told by the London office "that Eastern owners of shares living in England have to pay the tax, and there is no way of relieving them." Quite so; but the bank is certainly exceeding its legal powers by discriminating in the matter of defraying income-tax between the London and China shareholders. Dividends paid in London should be uniformly exempt from income-tax, irrespective of the office of registration, for it is the bank which debars the China group of shareholders from obtaining relief by transferring their shares to the London register.

As a solace to the aggrieved China proprietor, the bank is courteous enough to point out that "the shares on the Hongkong register give a much better return on the market value than do those on the London register," but that is a subject quite irrelevant to the question at issue—the right and power of the bank to exercise differential treatment to the China shareholders by depriving them of benefits accorded to the London holders, and to which the former are undeniably equally entitled. Admitting, however, that the Eastern shares yield over 1 per cent. better in price, that is not poor compensation for the inequitable deduction of 64 per cent. income-tax from the dividends of China shareholders, from which the favoured London holder is freed. Moreover, the trifling gain in interest is a bugaboo when measured by the enormous discrepancy in the value of the shares in China and London. The above circular note gives the China shareholders the alternative of having their dividends paid in China, but this objectionable rule will not exempt the *honest* shareholders domiciled in England from income-tax, as the bank must know too well, for in making a return of income, that hateful *Schedule D* compels one under penalty to enumerate "Profits from Colonial and Foreign Securities"; thus, while the London shareholder gets his income-tax paid by the bank, the China holder, though domiciled in England, has to defray it out of dividends. Is this treatment just or fair to the Eastern proprietors of the bank?

Presumably every British shareholder on the China register expects to return home. It will thus be apparent that this question of the differential treatment of receivers of dividends is of vital importance to all holders in China of bank shares; and after reading these remarks on the inequitable procedure of the London office, it is hoped the Eastern owners of shares will combine in protesting against being outlawed from participating in the rights and privileges enjoyed, at their expense, by the London shareholders. In summary: As matters now stand shareholders on the China registers are practically a "banned class," and subjected to the following disabilities:—

(1) While London shares are worth over 100 more than those held in the East, the China shareholders are denied the right of reaping that benefit.

(2) To defray the income-tax of the London shareholders they submit to reduced dividends entailed by the appropriation of over \$100,000 to meet that charge, from the benefits of which, when domiciled in England, they are absolutely barred, although ranking as shareholders.

(3) Though resident in England and legally entitled to enjoy the same advantages as London shareholders, they are virtually disfranchised, and further penalised to the extent of \$2.50 a share to defray income-tax for the London group, besides being mulcted an additional \$2.50 or more per share to liquidate their own income-tax, but from which the London holder is freed; *viz.*, whereas the London holder of 100 shares gets his annual dividend of £350 in full, the unhappy out-lawed China shareholder, domiciled in England, only receives £328 2s. 6d. Perhaps the directors will explain the equity of this system of outlawry. The question will be raised at the next general meeting by a strong and influential committee, and it is not likely that the holders of the 40,000 shares on the Eastern register will submit any longer to the disabilities now imposed on them. They will refuse to pay "tax" for the benefit of the London shareholders unless granted equal rights.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

MARRIAGE BOARD INQUIRIES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Dear Sir,—I shall esteem it a favour if you will give me an opportunity to draw attention to the revised instructions recently issued by the Board of Trade to Shipping Superintendents, for they are not only calculated to lead to gross abuses but seem to reflect on our employers and friends, the British shipowners, in a very unfair and unnecessary manner.

I find it stated in a recent number of the *Mercantile Marine Service Reporter*, of Liverpool, that three items of the "instructions" read as follows:—

(a) "He will observe that an Inquiry may be held when there is reason to believe that a Master, Mate, or Certificated Engineer is, from incompetency or misconduct, unfit to discharge his duties."

(b) "Whenever an allegation of incompetency or misconduct on the part of a Master, Mate, or Certificated Engineer is brought to the notice of a Superintendent it should be reported to the Board without delay, notwithstanding the fact that such act of incompetency or misconduct may have occurred when the accused had no duties to perform."

(c) "Statements of witnesses should accompany the report, and a separate statement should be taken from each witness on the form provided for the purpose, and whenever the information can be obtained it should be clearly shown that the accused had certain duties to perform, and that from incompetency or misconduct he was unfit to discharge them."

The *Reporter* in its criticism of these mischievous instructions says:—We have no objection to a shipmaster, officer or engineer, who is guilty of incompetency or misconduct, being tried and punished accordingly to his desert, but what we do object to is this system of espionage, which the Board of Trade seem to encourage. It should be no part of a Superintendent's duties to undertake the work of a private inquiry Agent, and hunt up a case against an officer who is supposed to have committed some breach or other of discipline. Besides, the principal witnesses in such instances are the seamen and firemen, and unfortunately, this action of the Board of Trade provides a means for sailors who may have real or imaginary grievances against their officers, to "get even with them."

The *Reporter* is perfectly right, and it might, with advantage, have gone more thoroughly into this matter, dealing with it from the shipowners' and underwriters' points of view, for there is an indirect thrust at the owners inasmuch as it almost suggests that they are in the habit of employing masters, officers and/or engineers who may, from various causes (old age, &c.) have become less competent than other and younger men simply because of their long and faithful service, or because owners prefer to employ "old hands" to pensioning them off. Moreover, there is to be found in these beautiful instructions an insinuation that owners and Marine Superintendents are acting unfairly towards shipping companies in that they are so prone to employ incompetent masters, officers and engineers that it is necessary to set up and officially encourage a system of espionage which from its very nature cannot fail to lead to a great deal of insubordination; cause endless worry to shipmasters, and probably grievous annoyance to shipowners. To encourage Dick, Tom, and Harry to spy upon their superior officers and to even lodge reports challenging the right of owners to employ whomsoever they please is certain to lead all hands to conclude that "Jack's as good as his master."

Then there are the legal aspects of the matter to be considered, and I think I am not far wrong in expressing the opinion that these "instructions" constitute a contravention of the Merchant Shipping Acts, but are also at variance with the Laws of Master and Servant. Is it possible that the Law Officers of the Crown were duly consulted by the Board of Trade prior to the promulgation of instructions which tend to further handicap British shipowners (and their shipmasters and engineers) in their struggle for supremacy with heavily subsidised foreign competitors? It is to be hoped that this matter will receive the prompt attention of those whom it so deeply concerns and that in the end the Board of Trade will be induced to see the wisdom of withdrawing these useless and dangerous instructions.

Yours faithfully,

HONGKONG, 17th November, 1902.

COTTAM & CO. FOR WASHINGTON BOW TIES.

ROYAL HONGKONG YACHT CLUB.

SUNDAY'S RACING.

Boats of first class, *Alannah*, *Vernon*, and *Dione*, had a very fair race on Sunday, the course being around Lyemun, Heaton, and Cust Rocks Buoy and home. From the start, the *Alannah* was drew ahead and in the first heat the *Vernon* gained second place. In the run to Cust Rocks the *Dione* drew up level with the *Vernon* but afterwards lost considerable ground by making long tacks into Kowloon Bay instead of keeping a middle course. The times were:—

	H. M. S.	Points.	Total.
<i>Alannah</i>	4 14 25	10	14
<i>Vernon</i>	4 16 5	4	4
<i>Dione</i>	4 19 25	1	11

The times of the one design class over the same course were:—

	H. M. S.	Points.	Total.
<i>Kathleen</i>	4 34	50	
<i>Min</i>	4 37	35	
<i>Colleen</i>	4 42	30	
<i>Erica</i>	4 43	0	
<i>Bonito</i>	4 43	20	

The second class boats finished as below—

	H. M. S.	H. M. S.	Points.	Total.
<i>Iris</i>	4 58 55	4 58 55	(1)	
<i>Atid Marion</i>	5 10 20	5 9 18	(3)	
<i>Doreen</i>	5 13 27	5 11 21		
<i>Payne</i>	5 14 50	5 5 28	(2)	

In the latter event it is a pleasure to be able to record a win for a lady. Mrs. J. Hastings, the only lady member of the club steered the craft to victory in the absence of her husband, being assisted by only two native "boys."

CANTON NOTES.

(From Our Correspondent)

CANTON, 16th November.

THE PIRACY.

Mr. Evans, the victim of the late piracy on the Canton River, passed away at 8.45 a.m. to-day, without regaining consciousness. The doctors, seeing the inevitable ending, did not amputate the other leg. Mr. Evans leaves a widow (native) and three children. Mr. Scott, the British Consul, is acting very firmly in the matter, and it provides a good opportunity for him to demand the permanent presence of at least one gunboat at Canton. It is a frequent comment here that the French always have at least one, if not more, gunboats in the port for any emergency. While on this subject I would like to point out that, if one were to register as a British subject the fee is \$2.00 per annum, while Americans, French, Germans, Norwegians, &c. can register at their Consulates free. A Britisher has remarked to me, "If I could speak sufficient French I should be registered at the French consulate. I should then have better protection."

A STRANGULATION. The robber captured by the soldiers in connection with the *Sze Hing* rice shop robbery, was executed to-day by strangulation on the *K'ungtung* wharf, as near to the spot where he was caught as possible. I was informed the execution was to take place at 3 o'clock p.m. and was proceeding to the wharf at about 2.45 when I was observed by some of the soldiers in the crowd and a path was immediately made through the dense throng to the centre where I found seven Americans with cameras ready. The authorities always seem very anxious for foreigners to witness their proceedings and methods of punishment to culprits.

CANTON, 17th November.

FUNERAL OF MR. EVANS.

Mr. Evans, the victim of the most talked of piracy, was buried this morning at the European Cemetery opposite the Macao Fort. Several missionary ladies were present, the Corporation's constable, and the Customs were represented by 2 officers who steamed down in the pinnace. Messrs. Butterfield & Swire put their launch at the disposal of any who wished to attend. It is to be trusted that the British Consul will not let the matter drop with the filing in of the sod.

THE STRANGLED THIEF.

To-day the official magistrate examined the body of the thief who was strangled for the *Sze Hing* rice shop robbery at 3 o'clock. The body had been on exhibition since yesterday 3 o'clock; it was put in a 4 inch plank coffin and carried to the East gate and dumped in the usual hole. (臭坑)

THE MUTUAL STORE.

The Mutual Store (Hongkong) has bought up the property next to Messrs. A. S. Watson & Co., Ltd., on the city side of the Canal facing Shamien and are going to open a store similar to that at Hongkong. This will be a great boon to the Europeans and to not a few Chinese, and is also a lesson in enterprise which might be learned by some older firms who complain of the depreciation of the dollar, but seem content to sit still and see their dollars diminishing. Shamienites will welcome the new project, and there is no doubt that there is a big business for an European-run store to balance the large Chinese compradors who have the monopoly of supplies to Europeans and are for ever putting up their prices because "Every ting go up just now."

OPIMUM QUOTATIONS.

Hongkong, 18th November.

To-day's quotations are as follows:—

	Per chest
MALWA NEW.....	@ \$90/90
" LAST YEAR.....	@ 98/1,000
" OLDEST.....	@ 1,020/1,060
PATNA NEW.....	@ 950
" OLD.....	@ 954
BENARES NEW.....	@ 950
" OLD.....	No stock
PERSIAN (PAPER).....	@ 810/860

COTTAM & CO. FOR TRESS'S STRAW HAT FELT HATS.

Co-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and BONUS of 1/2% per Share for the Six Months ended 30th June, 1902, declared at the Ordinary Half Yearly Meeting held on Tuesday, the 18th instant, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 19th instant, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New-Praya.

By Order of the Board of Directors,
GEO. A. CAIDWELL,
Acting Secretary.
Hongkong, 18th November, 1902. [1238d]

THEATRE ROYAL.

Lessee and Manager.....Mr. W. REULE.
Representative.....Mr. ARTHUR SEYMOUR.

THIS (TUESDAY) EVENING.

Under the Distinguished Patronage and in the Presence of His Excellency A Sir HENRY ARTHUR BLAKE, G.C.M.G., Lady BLAKE, and Suite, "A ROYAL DIVORCE," which Last Night created a Sensation, will be repeated by the JANET WALDORF COMPANY. Tremendous Applause and Floral Tributes greeted the Re-appearance of the Popular Artist, MISS

JANET WALDORF.

MR. NORVAL MCGREGOR'S Entrance was the Signal for a great ovation.

Doors Open at 8.30. Performance at 9.

USUAL PRICES.

Box Plan at ROBINSON'S.

Hongkong, 18th November, 1902. [1237d]

FOR SALE.

STRONG LIGHT AMERICAN BUGGY.

On View at WARREN'S CIRCUS,

where Particulars as to Price may be obtained.

Hongkong, 18th November, 1902. [1239f]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Company's Steamship.

"HAILONG."

Captain Gibson, will be despatched for the above Port, on THURSDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURA & Co., General Managers.

Hongkong, 18th November, 1902. [1240d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st December, 1902, at 1 p.m., the Company's Steamship "SYDNEY," Captain Nègre, with Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Polynesian*, which vessel takes on her Passengers and Mails leaving that Port on the 13th December Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 31st instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th November, 1902. [1240c]

DISTILLERS BY APPOINTMENT TO HIS MAJESTY THE KING.

THE TWO POPULAR SCOTCH WHISKIES.

ARE THE CELEBRATED "HOUSE OF COMMONS"

Better known as

"Black and White"

(White Seal)

AND

BUCHANAN BLEND

(Red Seal)

Sole Agents

LANE, CRAWFORD & CO.

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Shipping—Steamers.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	19th Nov., at Noon.
ZAFIRO	2540	A. Fraser	Do.	26th Nov., at Noon.
PERLA	1980	J. McGinty	Do.	Do.
DIAMANTE	1980	R. Rodger	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th November, 1902.

OCEAN STEAMSHIP CO. LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PELEUS"	3rd December, 1902.
"	"TYDEUS"	15th "
"	"TELEMACHUS"	23rd "
"	"PROMETHEUS"	31st "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"AGANEMNON"	"	25th Nov., 1902.
"TANTALUS"	(FOR AMSTERDAM and LONDON)	9th Dec., "
"ULYSSES"	"	23rd "
"PELEUS"	"	31st "
"ANTENOR"	"	10th "
FOR LIVERPOOL (DIRECT) (Taking Cargo at LONDON RATES)	"	18th Nov., 1902.
"DEUCALION"	"	20th Dec., "
"ALCINOUS"	"	20th Jan., 1903.
"TYDEUS"	"	"

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	To SAIL.
SHANGHAI	"WOOSUNG"	20th November.
CEBU and ILOILO	"KAIFONG"	21st "
SHANGHAI	"SHANGHAI"	23rd "
AMOI and MANILA	"SUNGKIANG"	26th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	5th December.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. † Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. ‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports. § See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"TEENKAI"	19th November.
"	"MOYUNE"	17th November.
"	"OOPACK"	10th December.
"	"NINGCHOW"	25th December.

HOMEWARDS.

FROM	STEAMERS.	DUE.
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS	"MOYUNE"	29th November.
NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th November, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA"

and

"INDRASAMHA,"

between

HONGKONG and PORTLAND (OR.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

"INDRASAMHA"	5,197 Tons.	Dec. 14.
"INDRAVELLI"	4,899 "	Jan. 14.
"INDRAPURA"	4,899 "	Feb. 13.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOOW.	"ANPING MARU"	J. Goto	WEDNESDAY, 19th November.
FOR TAMSUI.	"DAIJIN MARU"	T. Ogata	SUNDAY, 23rd November.
FOR ANPING.	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 26th November.
FOR TAMSUI.	"DAIGI MARU"	T. W. Groves	SUNDAY, 30th November.

* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Shipping.

STEAMERS.

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"SAVOIA"

Captain Rebellmund, will be despatched for the above Ports on THURSDAY, the 20th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor. For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 17th November, 1902. [1223d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain P. T. Helms, will be despatched for the above Ports, on THURSDAY, the 20th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th October, 1902. [1224d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"BORDER KNIGHT"	About 20th Nov.
"CROYDON"	10th Dec.
"ORONO"	20th Dec.
"MOGUL"	31st Dec.
"HINDUSTAN"	10th Jan., 1903.
"MACDUFF"	To follow.
"SHIMOSA"	"

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 11th November, 1902. [1339d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched for the above Ports, on FRIDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th November, 1902. [1230d]

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For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th November, 1902. [1230d]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG"

Captain Gen. Payne, will be despatched for the above Ports, on FRIDAY, the 21st instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th November, 1902. [1227d]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BEN MOHR"

Captain Wallace, will be despatched for the above on or about MONDAY, the 19th December.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th November, 1902. [1187d]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARQUIS BACQUEHEM"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 19th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 13th November, 1902. [1071d]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"PERU"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN, Agent.

Hongkong, 13th November, 1902. [1071d]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 13th November, 1902. [1214d]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE HALL Steamship

"SUEVIA"

Captain Borch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 13th November, 1902. [1214d]

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"VINDOBONA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste, ex s.s. Imperatrix, transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 15th November, 1902. [1197d]

Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"TAUSCHOU"

of the HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M., TO-NIGHT.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 20th instant, at 9.30 A.M.

All Claims must reach us before the 23rd instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 13th November, 1902. [1633c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"TIROL"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste, ex s.s. Imperatrix, transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 19th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 13th November, 1902. [1160d]

NOTICE TO CONSIGNEES.

LATEST QUOTATIONS.

(NOVEMBER 18th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$630 sales and buyers
National Bank of China, Limited.....	£ 8	\$27 sellers
Do. Founders.....	£ 1	\$10
Marine Insurances.		
Union Insurance Society of Canton, Limited.....	\$ 50	\$460 buyers
China Traders' Insurance Company, Limited.....	\$ 25	\$63 buyers
North China Insurance Company, Limited.....	£ 25	Taels 177½ buyers
Yantai Insurance Association, Limited.....	\$ 60	\$131 buyers
Canton Insurance Office, Limited.....	\$ 50	\$167½ sales
Fire Insurances.		
Hongkong Fire Insurance Company, Limited.....	\$ 50	\$350 sellers
China Fire Insurance Company, Limited.....	\$ 20	\$86 sellers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited.....	\$ 15	\$37½ sales and buyers
Indo-China Steam Navigation Company, Limited.....	£ 10	\$101 sellers
China and Manila Steamship Company, Limited.....	\$ 50	\$36 buyers
Do. Founders.....	\$ 5	nominal
Douglas Steamship Company, Limited.....	\$ 50	\$41½ buyers
"Star" Ferry Company, Limited.....	\$ 5	\$23 sales
"Shell" Transport and Trading Company, Limited.....	£ 1	£1.15.0 sales
Shanghai Lug Boat Company, Limited.....	Taels 100	Taels 330 sellers
Taku Tug and Lighter Company, Limited.....	Taels 50	Taels 55 sales
Shanghai Cargo Boat Company, Limited.....	Taels 100	Taels 165 sellers
Co-operative Cargo Boat Company, Limited.....	Taels 100	Taels 165 sellers
Refineries.		
China Sugar Refining Company, Limited.....	\$ 100	\$98 sales
Luzon Sugar Refining Company, Limited.....	\$ 100	\$15 buyers
Perak Sugar Cultivation Company, Limited.....	Taels 50	Taels 77
Mining.		
Panjoan Mining Company, Limited.....	\$ 10	\$3½ sellers
Panjoan Mining Preference Shares.....	\$ 1	\$1 sellers
Société Française des Charbonnages du Tonkin.....	Francs 250	\$600 sellers
Jeilubu Mining and Trading Company, Limited.....	\$ 5	\$1.50 sellers
Raub Allian Gold Mining Company, Limited.....	£ 185. 10d.	\$64 buyers
Chinese Engineering & Mining Company, Ltd.....	£ 1	Taels 4½ sales
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited.....	\$ 50	\$27½ sales and sellers
S. C. Farnham, Boyd & Co., Ltd.....	Taels 100	Taels 210 sales
Hongkong and Kowloon Wharf and Godown Company, Limited.....	\$ 50	\$90 sales
New Amoy Dock Company, Limited.....	\$ 6½	\$37 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited.....	Taels 100	Taels 307½ sales
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited.....	\$ 10	\$10 sales and sellers
Hongkong Land Investment and Agency Company, Limited.....	\$ 100	\$185 sellers
Kowloon Land and Building Company, Ltd.....	\$ 30	\$31 buyers
West Point Building Company, Limited.....	\$ 50	\$48 buyers
Hongkong Hotel Company, Limited.....	\$ 50	\$18 buyers
Oriente Hotel Company, Limited (Manila).....	\$ 50	\$40
Asior House Hotel Co., Ltd. (Shanghai).....	\$ 25	\$40 buyers
Hotel des Colonies Co., Ltd. (Shanghai).....	Taels 25	Taels 10 sales
Queen's Hotel (Wei-hai-wei).....	Taels 25	Taels 25
Humphrey's Estate and Finance Company, Limited.....	\$ 10	\$12½ sellers
Shanghai Land Investment Company, Limited.....	Taels 50	Taels 127½ buyers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$ 10	\$17 buyers
Ewo Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 38 sellers
International Cotton Manufacturing Company, Limited.....	Taels 100	Taels 40 sales
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 30 sales
Yee Chee Cotton Spinning Company, Limited.....	Taels 500	Taels 150
Tobacco, Cigar and Cigarette Company.		
Alhambra, Limited.....	\$ 500	\$500 buyers
Philippine Tobacco Trust Co., Limited.....	\$ 50	\$40 sellers
Shanghai-Sumatra Tobacco Company.....	\$ 20	Taels 45½ buyers
American Cigarette Company, Limited.....	Taels 50	Taels 40
Miscellaneous.		
Green Island Cement Company, Limited.....	\$ 10	\$21 sales and sellers
China-Borneo Company, Limited.....	\$ 15	\$25 sales
S. Watson & Co., Limited.....	\$ 10	\$15½ buyers
Watkins, Limited.....	\$ 10	\$7 buyers
Hongkong Electric Company, Limited.....	\$ 10	\$15 buyers
Hongkong Electric Company, Limited.....	\$ 5	\$6½ sales and buyers
Hongkong and China Gas Company, Limited.....	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited.....	\$ 50	\$120 sales
Geo. Fenwick & Co., Limited.....	\$ 25	\$40 buyers
Hongkong Ice Company, Limited.....	\$ 25	\$240
Hongkong High-Level Tramways Co., Ltd.....	\$ 100	\$345
Dairy Farm Company, Limited.....	\$ 6	\$12 sellers
Hongkong and China Bakery Company, Limited.....	\$ 50	\$40 sellers
Campbell, Moore & Co., Limited.....	\$ 10	\$35
Neill's Asbestos Eastern Agency, Limited.....	£ 125. 6d.	\$1 buyers
United Asbestos Oriental Ag'cy, Limited.....	\$ 5	\$8½ buyers
Do. Founders.....	\$ 10	\$155
Debau Planting Company, Limited.....	\$ 5	nominal
Universal Trading Co., Limited.....	\$ 20	\$104 sellers
Hongkong Steam Water-boat Co., Limited.....	\$ 7	\$84 sellers
China Light and Power Co., Limited.....	\$ 20	\$15 sellers
Robinson Piano Co., Limited.....	\$ 50	\$50
Manila Investment Co., Limited.....	\$ 10	\$20 sellers
William Powell, Limited.....	\$ 10	\$9 buyers
Shanghai-Langkat Tobacco Company, Limited.....	Taels 100	Taels 340 sales

Telegraphic Address—"Rialto."

Telephone No. 148.

P. O. Box No. 111.

BENJAMIN, KELLY & POTTS,
Share Brokers.

VESSEL'S NAME	FROM	AGENTS	DATE
Teenikai	Singapore	Butterfield & Swire	To-morrow
Amaguchi Maru	Shimonoseki	Nippon Yusen Kaisha	To-morrow
Kawachi Maru	Singapore	Nippon Yusen Kaisha	To-morrow
Trassburg	Singapore	S. smssen & Co.	November 20th
Donmouthshire	Singapore	Sheewan, Tomlin & Co.	November 20th
Yra	Valdivia	Boston Tow Boat Co.	November 21st
Engal	Stock	P. & O. S. S. Co.	November 22nd
Empress of Japan	Singapore	C. P. R. Co.	November 24th
Teru	Shanghai	Melchers & Co.	November 25th
Yayern	Colombo	Melchers & Co.	November 27th
Mayne	Glasgow, &c.	Butterfield & Swire	November 28th
Merica Maru	Japan	Pacific Mail S. S. Co.	November 28th
Iroshima Maru	Bonin	Nippon Yusen Kaisha	November 28th
Remont	Tacoma	Boston Tow Boat Co.	December 1st
Yades	Tacoma	Boston Tow Boat Co.	December 2nd
Delous	Glasgow, &c.	Butterfield & Swire	December 3rd
Drasamba	Portland, Or.	P. & A. S. S. Co.	December 4th
Drora	San Francisco	P. M. S. S. Co.	December 6th
Opack	Glasgow, &c.	Butterfield & Swire	December 10th
Aclic	San Francisco	Pacific Mail S. S. Co.	December 13th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their agents to furnish the office on the form already supplied gratis with the latest sailing schedule.

	Hongkong, 18th November,	
ON LONDON,	Telegraphic Transfer17 1/8
	Bank Bills, on demand17 7/16
	Credits, 4 months' sight17 13/16
	D'ments, 4 months' sight	17 15/16
ON BERLIN,	(demand)M.658
ON PARIS,	Bank Bills, on demand20 3/4
	Credits, 4 months' sight20 1/4
ON NEW YORK,	Bank Bills, on demand39 1/2
	Credits, 30 days' sight40 1/4
ON BOMBAY,	Telegraphic Transfer121
	On demand121 1/2
ON SHANGHAI,	Telegraphic Transfer121 1/2
	Private 30 days' sightnom.
ON YOKOHAMA, T.T.	27 1/2 p.m.
Sovereigns, Bank's Buying Rate	\$12.28
Gold Leaf too touch, per tael	63 50
Bar Silver	22 11 1/2

A Mail will close:—

For Canton—Per *Honam*, to-morrow, the 19th instant, at 7 30 A.M.

For Swatow, Amoy and Foochow—Per *Anping Maru*, to-morrow, the 19th instant, at 8 A.M.

For Kobe—Per *K'un Maru*, to-morrow, the 19th instant, at 9 A.M.

For Manila—Per *Rubi*, to-morrow, the 19th instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, H.C. and Vancouver—Per *Empress of India*, to-morrow, the 19th instant, at 11 A.M.

For Macao—Per *Huanghin*, to-morrow, the 19th instant, at 1 15 P.M.

For Yokohama and Kobe—Per *Vindobona*, to-morrow, the 19th instant, at 3 P.M.

For Canton—Per *Katsun*, to-morrow, the 19th instant, at 5 P.M.

For Timor, Port Darwin, Thursday Island, Melbourne, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australian*, to-morrow, the 19th instant, at 5 P.M.

For Kobe, Nagasaki and Vladivostock—Per *Asia*, on Thursday, the 20th inst., at 10 A.M.

For Shanghai—Per *Longmoon*, on Thursday, the 20th instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Peru*, on Thursday, the 20th inst., at 11 A.M.

For Shanghai—Per *Woonong*, on Thursday, the 20th instant, at 4 P.M.

For Singapore, Penang and Calcutta—Per *Jansing*, on Friday, the 21st instant, at 11 A.M.

For Manila—Per *Loongsing*, on Friday, the 21st instant, at 3 P.M.

For Hilo—Per *Kaifong*, on Friday, the 21st instant, at 4 P.M.

For Shanghai—Per *Sh-insi*, on Friday, the 21st instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—Per *Castilla*, on Saturday, the 22nd instant, at 4 A.M.

For Manila—Per *Zufro*, on Wednesday, the 23rd instant, at 11 A.M.

For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga Maru*, Thursday, the 27th inst., at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per *Tartar*, on Wednesday, the 3rd Dec., at 11 A.M.

For Singapore—Per *Shanghai*, on Wednesday, the 10th Dec., at 11 A.M.

XMAS AND NEW YEAR PARCELS: (VIA GIBRALTAR).—Parcels for the United Kingdom, posted before 3 p.m., on Friday, the 21st November, are due in London about the 27th December.

Capt. Danielsen, of the steamer *Tyr* from Hongay, reports:—Rain and dark stormy looking weather, strong breeze.

Capt. Helms, of the steamer *Australian* from Yokohama, reports:—Strong NE. breeze across from Japan with thick hazy weather and much rain.

Capt. Weigall, of the str *Loongsang* from Manila, reports:—Light variable breezes and fine clear weather up to lat. 17½ N. long. 117 E., from thence to port moderate NE. monsoon and sea.

	31	Knowles	Daniel
Zaire.....	"	"	"
H.M.S. Talbot.....	"	"	"
H.M.S. Otter.....	"	"	"
Tacoma.....	"	"	"
H. I. G. M. S. Tiger.....	"	"	"
Paul Doumer.....	"	"	"
Solent.....	"	"	"
Phra C. C. Klao.....	"	Consopulatan	"

outward—28th October—*Macduff, Glenroy*. 31st October—*Glenfarg, Moyune, Ulysses*. 4th November—*Bombay, Nurnberg, Benledi, Pelus*. 7th November—*Bingo Maru*. 11th November—*Silesta, Hülligen*. 14th November—*Merionethshire, Opack, Breconshire*.
Homeward—31st October—*Tonkin*. 4th November—*Bayern, Bamberg*. 7th November—*Canida, Afton*. 11th November—*Glenesh, Pzuisten, Salazie*. 14th November—*Nippon*.
Arrivals at Home—28th October—*Henrika Maru, Aphrodite, Pakling, Dardanus, Lennox*. 31st October—*Munchen*. 1st November—*Ceylon*. 4th Nov.—*Seneca*. 7th November—*Pyræus, Benader, Oceanien, Fromelhaus*. 11th November—*Indramayo, Diomid, Awa Maru, Prinz Regent Luitpold*. 14th November—*Nik*.

Steamers.

ADELINE, Rickmers, German steamer, 1,000 tons, 30th Oct.,—Mojl 25th Oct. Colman, Arnold, Karberg & Co.

ANPING MARU, Japanese steamer, 1,055, 1 Goto, 15th Nov.,—Swatow 14th Nov. General.—Mitsui Bussan Kaisha.

CHOWTAT, German steamer, 1,115, H. Textor, 15th Nov.,—Bangkok 9th Nov., Rice.—Butterfield & Swire.

CLITUS, British steamer, 1,588, McDonald, 11th Nov.,—Legal (Java) 21st Oct., Sugar.—Butterfield & Swire.

DERMORE, Norwegian steamer, 1,456, Carl Boré, 14th Nov.,—Hongay 11th Nov. Coals.—Bradley & Co.

DEUCALION, British, steamer, 4,476, G. D. Keay, 17th Nov.,—Shanghai 14th Nov., General.—Butterfield & Swire.

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 3rd Nov.,—Kwong-chau-wan 2nd Nov., General.—E. A. Trading Co.

EMPEROR OF INDIA, British steamer, 3,003, C. P. Marshall, R.N.R., 20th Oct.,—Vancouver 6th Oct., and Shanghai 26th, Mails and General.—C. P. R. Co.

HINSANG, British steamer, 1,537, W. E. Sawyer, 10th Nov.,—Shanghai 5th Nov., and Swatow 9th, General.—Jardine, Matheson & Co.

INEPCEINT, Austrian steamer, 1,451, Ticao, 16th Nov.,—Tegal 31st Oct. and Labuan 2nd Nov., Sugar.—Butterfield & Swire.

INDRAPURA, British steamer, 3,514, A. E. Hollingsworth, 7th Nov.,—Portland, Or. via Japan and Ports 30th Sept., General.—Dodwell & Co., Ltd.

KAIPOING, British steamer, 1,024, G. H. Pennefather, 16th Nov.,—Cebu 5th Nov., and Iloilo 12th, Sugar, Hemp and General.—Butterfield & Swire.

KAMPOIT, French steamer, 471, G. Bavay, 17th Nov.,—Canton 17th Nov., General.—Yang Seng.

KARIN, Swedish steamer, 656, G. Peterson, 14th Nov.,—Bangkok 1st Nov.,—Rice.—Sander, Wieler & Co.

KOUN MARU, Japanese steamer, 1,783, Y. Minamikawa, 14th Nov.,—Mojl 9th Nov., General.—Chinese.

KUTSANG, British steamer, 1,495, M. Crockett, 17th Nov.,—Java 6th Nov., Sugar.—Jardine, Matheson & Co.

LA PORTE, British steamer, 1,502, T. Turner, 16th Nov.,—Mojl 10th Nov., Coal.—Kusakabe & Co.

MARIE JENSEN, German steamer, 711, H. Bendixen, 9th Nov.,—Shanghai 5th Nov., General.—Jessen & Co.

NAIRUNG, British steamer, 2,861, W. H. Edge, 9th Nov.,—Rangoon 26th Oct., Rice.—Order.

NAMSANG, British steamer, 2,591, G. Payne, 15th Nov.,—Calcutta 30th Oct., Penang 5th, and Singapore 9th, General.—Jardine, Matheson & Co.

NANSIHAN, British steamer, 1,299, E. F. Stovell, 13th Nov.,—Ang Hin—6th Nov., Rice.—Bradley & Co.

PERU, American steamer, 3,528, J. F. Robinson, 13th Nov.,—San Francisco 15th Oct., and Shanghai 9th Nov., Mails and General.—P. M. S. S. Co.

RUBI, British steamer, 1,611, R. W. Almond, 14th Nov.,—Manila 12th Nov., General.—Shewan, Tomes & Co.

SALAMANCA, British steamer, 883, Robert Scott, 16th Nov.,—Bangkok 7th Nov., Rice.—Bradley & Co.

SAPHIR, Norwegian steamer, 856, Fagerland, 1st Nov.,—Wuhu 26th Oct., Rice.—Order.

SHANTUNG, German steamer, 1,050, M. Engelhardt, 14th Nov.,—Langkat and Saigon 3rd Nov., Kerosine Oil.—Mr. MacBreen.

SKULD, Norwegian steamer, 914, A. Berbm, 5th Nov.,—Bangkok 28th Oct., Rice.—Chinese.

SUISANG, British steamer, 1,776, James Young, 5th Nov.,—Samarang 25th Oct., Sugar.—Jardine, Matheson & Co.

TACOMA, American steamer, 1,689, A. Dixon, 6th Nov.,—Tacoma 4th Oct., General.—Dodwell & Co., Ltd.

TACHIOU, German steamer, 862, C. Schultzen, 14th Nov.,—Bangkok 5th Nov., Rice.—Butterfield & Swire.

TALUKUS, Norwegian steamer, 1,367, N. Seeborg, 16th Nov.,—Bangkok 8th Nov., Rice.—Tay Kee.

TETARTOS, German steamer, 1,578, W. Dinse, 15th Nov.,—Singapore 8th Nov., Rice.—Siemssen & Co.

VINDHONA, Austrian steamer, 2,689, B. Cobol, 15th Nov.,—Singapore 9th Nov., General.—Sander, Wieler & Co.

Sailing Vessels.
DAYLIGHT, British 4-masted barque, 3,600,
James Reade, 31st Oct.—Shanghai 20th
Oct., General.—Standard Oil Co.
GROSVENOR, British barque, 516, Boga, 14th
June.—Mauritius 16th January, Sugar.—
Abdoola & Co.
LUZON, American barque, 1,339, Park, 19th
August.—Newcastle 17th June, Coal.—
Master.
MANUEL LLAGUNO, American ship, 1,468,
Nicholls, 31st July.—Standard Oil Co.
VALE OF DOON, British barque, 669, I. Peter-
sen, 25th Oct.—Rajang 24th Sept., Timber.
—Sander, Wieler & Co.

Anderson, Mrs. E. F., Hatvey, Lieut. and
Anders n, Miss Mrs. J. S.
Desnard, Mrs. Helms, W.
Dann, Mr. and Mrs. Lambelle, Lieut. and
G. K. Mrs. F. W.
Denison, Mrs. A. Parker, Capt. and Mrs.
Georg, Mr. and Mrs. C. Surplice, Mr. and Mrs.
Garrad, Jr., U.S.A., F. R. C.
Capt. and Mrs. L. F.

-HOTEL-

Andrews, Mrs. H. J.	Keith, Mr. and Mrs.
and 2 children	and 2 children
Andrews, Mrs. G.	Key, Dr.
2 children	Loges, Mr.
Bird, Mr.	Mangelsdorff, E.
Block, Mr.	Redfern, Mrs. J. R. and
Carter, H. B.	2 children
Cronin, J.	Reid, Mr. A.
Houghton, Mrs.	Sebes, Mr.
Cappeler, Mr. & Mrs.	Symington, J. R.
and 2 children	Stappelfeldt, M.
Keine, Carl	

HOTEL	
Back, Stanley	Nudelmann, N.
Back, Mrs. Stanley	Price, F. H.
Conroy, Mrs.	Robnett, Paymaster &
Crockett, Mrs.	Mrs. J. D., U.S.N.
Crockett, Miss	Robnett, Master
Jobbs, A. P.	Rothrock, P. C.

HOTEL.

Barnes, C. H.	Macgowan, R. T.
Bate, Henry C.	McKenzie, A. J.
Bates, Mrs. and maid	Mackie, C.
Bell, J. T.	Maip, F. and servant
Black, J.	Hashin, A. T.
Boggan, Mr. & Mrs. R.	McDonnell, P. G.
Borthwick, Mr. & Mrs.	McLaughlin, W. F.
R. W.	McMullen, Dr. J.
Bowers, Dr. F. H.	Merecki, Dr. J.
Brown, J. W.	Milton, Mr. and Mrs.
Brown, M. S.	Murphy, Mr. and Mrs.
Cabbage, L. C.	E. O.
Caldar, F. C.	North, R.N., C. J.
Casteltair, J. J.	Oldorp, K.
Chartrie, G. de la	Osborn, Mrs.
Clark, Hon. Dr. F.	Potts, Mrs. W. Hutton
Clark, W. J.	Potts, Misses (2)
Cole, G. C.	Power, Jas.
Colson, J. S.	Rankin, J.
Crago, Dr. J. M.	Reeve, Miss
Craig, Arthur W.	Rhodes, Capt. and Mrs.
Davis, Mrs. J. L.	Russell, Mr. and Mrs.
Derbyshire, F. H.	Saffered, Miss E.
Downing, T. C.	Scow, C.
Ducas, Arthur	Scott, C.
Duck, E. W.	Simpson, C.
Edwards, F. W.	Siva, M.
Evans, N. G.	Smart, P.
Fisher, H. G.	Smart, Misses (3)
Fleming, D. W.	Smart, Mr. and Mrs.
Gayoso, J. L.	H. P.
Gloyce, J.	Smith Miss J.
Grant, John	Snwien, E. A.
Halbrook, Mrs. nurse	Statham, Rev. W.
and 2 children	Steinlein, J.
Hashim, A. T.	Stone, M. S.
Hayter, A.	Strickland, Maj. & Mrs.
Heckford, R. G.	Saffert, Miss
Hirst, S.	Terkelsen, O.
Hills, F. W.	Thomas, L. J.
Hollingsworth, A.	Thomson, Dr. J. C.
Howard, Thos.	Townsend, Mr. & Mrs.
Hunter, Dr. W.	W. R.
E. S.	Uberti, Lt. E. J. de
Ide, Henry C.	Warren, Mr. and Mrs.
Jameson, Mrs.	Watkins, C. A.
Jean, J.	Weyersberg, C.
Joseph, Mr. and Mrs.	Whaley, W. J. G.
Kashimabara, B.	Whitton, Mrs. A. M.
Katsch, E. A.	William, A. J.
Laucham, Miss G. M.	Woolner, Mr. & Mrs.
Lack, Mrs. G. M.	O. E.

HOTEL.

Ashby, S. D.	Kiene, F.
Beringer, Dr.	Krebs, Capt. & Mrs. H.
Bisney, Mr. and Mrs. S.	Lang, K.
Bisney, Miss N.	Langlands, Mrs.
Bisney, Miss J.	Langlands, A. O. D.,
Bisney, Miss G.	Capt.
Brighton, T.	Lauts, T.
Broughton, Miss	Meyer, Miss Ivy
Creswell, W. T.	Meyer, Miss Dor S
Creswell, Mrs. & child	Meyer, Miss Steele
Davidson, N. K.	Meyer, E. C.
Focke, F.	Ponillex, E. C.
Garrison, W. Stuart	Schrader, H. T. G. N.,
H. C. H. P.	Capt.
Hollingsworth, Capt.	Priceman, Jr.
and Mrs.	Stephens, Mr. & Mrs.
Hughes, R. A. M. C.	M. J. D.
G. A.	Wilgress, Mr. and Mrs.
Hurhes, Kerfoot	and child

HOTEL.

Archavala, M. Mr.	and Mounsey, F.
Mrs.	Piper, H. F.
Bardinet, P.	Rennolds, W. H.
Brutton, G.	Reulé, W.
Campbell H.	Rivera, Mr. and Mrs.
Chopé, Mr. and Mrs.	A.
C. S. and Child.	Roberts, Mrs.
Currier, Miss A. E.	Robertson, N. H.
Dufour, Mrs.	Robinson, M.
Ferrers, H. N.	Rutherford, D. H.
Fernandez, J. C.	Thomas, C. B.
Grant, Powel.	Smithers, R. G.
Hadden, G. C.	Stewart, Mrs. John
Hamilton, A. H. C.	Stodart, F.
Hartigan, F. E.	Taylor, Mr. and Mrs.
Houghton R.	S. W.
Humphreys, W.	Tibbey, S. N. W.
Jaffe, Daniel	Wentworth, Miss Janet
Jurado, Mr. and Mrs.	Warren, Mr. & Mrs. G.
M. P.	Wellton, T.
Kemp, J. H.	York, Misses. (2)
McGregor, Norval.	

BEATTIE, Andrew Grant, G. C. Lindsay
Benson, A.P.D., Major Gros, Mr. & Mrs. E. F.

WEATHER REPORT.		
	On date at a.m.	On date at p.m.
Barometer	30.20	30.11
Temperature	70	71
Humidity	86	77
Direction		

PHILIPPINE COAST METEOROLOGICAL REGISTER.							
November 16th, 1902, p.m.							
STATION	HOUR	BAROMETER.	TEMPERATURE.	HUMIDITY	WIND DIRECTION.	WIND FORCE.	WEATHER.
Wladivostok	2 p.m.	30.23	22	—	NE	1	b
Nemuro	"	30.04	—	—	N	1	b
Hakodate	"	30.13	—	—	N	1	b
Tokio	"	30.03	—	—	N	1	b
Kochi	"	30.07	—	—	N	1	b
Nagasaki	"	30.10	—	—	N	6	b
Kagoshima	"	30.15	—	—	N	6	b
Oshima	"	—	—	—	N	6	b
Naha	"	30.17	—	—	N	6	b
Ishigakijima	"	30.09	—	—	E	10	b
Taihoku	1 p.m.	30.13	—	—	E	6	b
Taichu	"	30.01	—	—	E	6	b
Tainan	"	30.03	—	—	N	4	b
Koshu	"	30.06	—	—	E	2	b
Pescadores	"	30.07	—	—	NE	8	b
Guadalupe	3 p.m.	30.34	59	65	NE	4	cv
Sharp Peak.	"	30.17	64	89	N	3	od
Amoy	2.30 p.m.	30.11	71	86	NE	3	od
Swatow	3 p.m.	30.07	77	87	E	2	o
Canton	"	30.03	83	89	N	3	o
Hongkong	4 p.m.	30.06	73	85	E	3	o
Victoria Peak	"	30.02	—	—	E	2	b
Gap Rock	"	30.02	—	—	E	2	b
Macao	"	30.07	70	—	NW	3	o
Haiiphong	"	29.92	84	58	E	2	b
Manila	3 p.m.	29.98	84	58	E	2	b
Malate	"	29.90	86	—	NE	4	b
Bacolod	"	29.90	86	—	NE	2	o
Iloilo	"	29.88	85	—	N	3	b
Cebu	"	29.88	85	—	N	3	b
C. St. James	4 p.m.	—	—	—	—	—	—

Wladivostock	a.m.	30.34	25	60	NE	1	b
Emuro	a.m.	30.04				0	
Hakodate	"	30.29			W	4	
Tokio	"	30.30			NW	2	
Kochi	"	30.31			NE	6	
Nagasaki	"	30.31			NE	4	
Kagoshima	"	30.37			NE	2	
Oshima	"	30.20			S	4	
Naha	"	30.17			NE	8	
Shigakujima	"	30.09			E	6	
Faikuho	a.m.	30.10			E	8	
Faichu	"	30.05			S	2	
Fainan	"	30.07			E	0	
Koshun	"	30.08			E	6	
Pescadores	"	30.09			NE	2	
Gutzlaff	g. a.m.	30.33	60	76	ESE	4	cv
Sharp Peak	"	30.20	64	92	NW	1	cd
Amoy	6.30 a.m.	30.18	70	90	NE	1	o
Swatow	g. a.m.	30.18	74		NE	1	c
Canton	"						
Hongkong	10 a.m.	30.20	70	86	N	1	o
Victoria Peak	"				NE		
Cap Rock	"	30.10			NNW	1	
Facao	"	30.22	60		NNW	1	cd
Faiphong	"						
Fanila	"	30.04	84	71	NNW	1	o
Fulata	g. a.m.				E	2	b
Macolod	"				N	3	b
Moilo	"	30.02	81		NE	2	b
ebu	"	29.97	84		N	2	
St. James	10 a.m.						

DESTINATION.	VESSELS.	DATE.

Shipping, &c.	Maidzuru Maru	Nov. 26
Remen, &c.	Sachsen	April 15
"	Klautschou	Dec. 10
"	Bayeri	Dec. 24
"	König Albert	Jan. 7
"	Prinzess Irene	Jan. 21
"	Preussen	Mar. 4
"	Gera	Nov. 26
"	Darmstadt	Feb. 26
"	Karlsruhe	Feb. 18
"	Hamburg	Nov. 18
"	Prinz Heinrich	April 1
ebu & Iloilo	Kaifong	Nov. 21
oochow, &c.	Anping Maru	Nov. 19
enoa, &c.	Benmohr	Dec. 15
re & Hamburg	Serbia	Nov. 20
"	Marburg	Dec. 3
"	Suevia	Dec. 17
"	Alesia	Dec. 31
"	Nürnberg	Jan. 13
"	Silesia	Jan. 27
apan	Kumano Maru	Nov. 28
obe & Yokohama	Kawachi Maru	Nov. 21
"	Yokohama Maru	Dec. 2
"	Bingo Maru	Dec. 3
verpool	Alcinous	Dec. 20
"	Tydeus	Jan. 20
ondon	Agamemnon	Nov. 25
"	Tantalus	Dec. 9
"	Ulysses	Dec. 23
"	Peleus	Jan. 6
"	Antenor	Jan. 20
"	Massilia	Nov. 21
arseilles, &c.	Wassaka Maru	Nov. 29
"	hanghai	Dec. 10
anila	Rubi	Nov. 19
"	Roh lla Maru	Nov. 26
"	Rosetta Maru	Nov. 22
"	Lyssang	Nov. 21
agasaki, &c.	Savona	Nov. 28
ew York	Bordor Knight	Nov. 21
ortland, (Or.)	Indrasamha	Dec. 14
"	Indravelli	Jan. 14
"	Indrapura	Nov. 17
an Francisco, &c.	America Maru	Dec. 6
"	Nippon Maru	Jan. 24
"	Peru	Nov. 20
"	Gaelic	Dec. 23
"	Coptic	Nov. 28
"	Korea	Dec. 13
"	Hongkong Maru	Dec. 31
"	China	Jan. 8
"	Doric	Jan. 17
hanghai	Woosung	Nov. 20
"	Hansi	Nov. 21
"	Benaguchi	Nov. 27
ngapore, &c.	Yanaguchi	Nov. 21
"	Kagoshima Maru	Dec. 5
"	Namsang	Nov. 21
atowat, &c.	Oajin Maru	Nov. 23
"	Daigi Maru	Nov. 38
dney, &c.	Kasuga Maru	Nov. 27
"	Changsha	Dec. 5
"	Chingtu	Dec. 29
"	Faiyuan	Jan. 20
"	Australian	Nov. 20
ancouver &c.	Empress of Japan	Dec. 17
"	Empress of China	Jan. 14
"	Empress of India	Nov. 19
"	Aethonian	Dec. 31
"	Tartar	Dec. 3
ictoria, B.C.	Tacoma	Dec. 13
"	Victoria	Jan. 6
"	Glenglie	Dec. 6
"	Tremont	Dec. 17
"	Ningchow	Dec. 27
"	Moyune	Nov. 29
"	Iyo Maru	Dec. 2
okohama, &c.	Bombay	Dec. 2

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November 18th

R. G. HECKFORD
MANAGER